





The delivery of the English Mail was begun at 9.35 a.m.

As will be seen from a report in another column, the shareholders of the Marinburg Furniture Co., at a meeting this afternoon, resolved to wind up the concern. The reasons given in the report of the directors for the failure of the company are the great depression of trade generally in the Colony, the absence of any demand for such articles as door and window frames and flooring and the failure of shareholders to meet their calls.

*Sic transit gloria armar.* The *Singapore Free Press* says:—It is understood that Major McCallum has on behalf of Singapore made an application to the Hongkong Government for a couple of the Maxim guns, which are lying there without any proper force to man them.

The copies of the judgments and other documents, translated into English, will be sent to all the shareholders and others in the Bank, on or before the next general ordinary meeting of the Corporation.

The conflict of authority which has arisen between Mr Denis Doyle, and the Portuguese as to the authenticity of his Majesty King Ougunbaass's envoys should take a distinguished place in diplomatic history. The Portuguese assert that the envoys whose sayings and doings have been a pleasing though exorbitant attraction to the Portuguese nation, were but a mere fraud, the real person being

Marques, where their errand is to give expression to their master's entire devotion to the beneficent policy of Portugal. To this Mr Doyle replies that his envoys are the only genuine ones, and that the dusky diplomatists at Lourenço Marques are, he feels 'convinced, local loaders of colour whom the wily Portuguese have tempted to play the part by profane offers of rain.'

THE *Straits Times* of 7th instant says — This morning, and during the three or four days ensuing, the whole garrison of the Straits Settlements is mobilised, and is under canvas or in barracks, as the case may be, at the various forts and stations

be day and night attacks in which the crew of H.M.S. *Hyacinth* will join, the whole purpose of the operations being to relocate the movements which might conceivably be made in case of an attempted attack on the forts by an enemy. The electric lights will be freely used during night attacks. The co-operation of the Volunteers who are now in camp at New Harbour has been invited, and they will join in an attack on Saturday night. The Cavalry and the personnel staff are at present in camp somewhere near Mount Esplanade. The period of mobilisation will probably end on Tuesday night or Wednesday morning.

Mr Frederic, in his work on the life of Em-

fects, and what he says may be of special interest at the present moment when rumours of serious ill-health are circulated. The following is an extract given by a London correspondent.—The Emperor's left arm much interests people. It is in that unfortunate position that it knows not what its companion does. It is practically dead. William has trained it to hold the reins when he rides, but that is the sum of its usefulness. The arm hangs limp at his side, and is four inches shorter than its fellow. The Emperor is married, and has a finger rudimentary at the moment, and a combined knife and fork, which aids into each other, which he uses with much dex-

invited arm dates from his birth, and is ascribed to the ignorance and impotency of a physician. The inflammation of his ear is a matter of much greater importance than the arm. No one seems to know what the affection is. It grows worse in cold and wet weather.

—

Mr S. Smith, M.P., who asked a question in the House of Commons as to Sunday Labour in the Colonies, desires it to be known that the practices of recent origin in some foreign and colonial ports, of shipping hundreds of tons of bunker coals and transhipping cargoes unnecessarily on Sun-

referred to the part which mail steamers took in originating and encouraging this unloading and loading on Sundays, which stops all divine worship for the crews of cargo ships. For the president set by the mail ships is too apt to be followed for private gain by the owners of many cargo boats. In connection with this subject a letter has been received by Dr Gritton from the P. & O. Steamer-General, in which he says that, while it is impossible to eliminate cargo ships from the service, it is possible to mail liners without serious delay in the mail; every effort is made to arrange the itineraries of the British Canteil Mail Packets so as to avoid Sunday calls at Freetown and Colonial ports so far as is possible.

The Russian papers, say the *Journal de la Chambre de Commerce de Constantinople*, are eagerly discussing the ways and means of facilitating the gigantic railway undertaking in Siberia, and the considerable advantages which it promises. In their opinion it will be the means of considerably developing the commercial relations of Russia with China, and chiefly with Japan. It is estimated that if only one-fifth of the cargoes of China and Japan, which goods are now sent to Europe, be despatched by the railway, the new route would at once give under that head more than 17,000,000 roubles of revenue at the present traffic rates. The Siberian railway, it is said, to affect the different routes of communication of the whole

capital commercial centre is London, and in China, Shanghai. At the present time the exchange of goods between these two places is effected by sea, and takes about 44 days at the least, whilst by sending these goods by the Siberian line, the journey will be reduced to 20 days, that is to say, 3 days from London to Verkhoboro, 14 days from Verkhoboro to Vladivostok, and 3 days from Vladivostok to Shanghai.







